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CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Grossenhain Airfield</u>		
EVALUATION	PLACE OBTAINED	
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED	9 August 1954
REFERENCES		63 9752
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)	1 - one sketch on 625tc
REMARKS		

1. The following air activity and aircraft were observed at Grossenhain airfield between 22 June and 18 July 1954:

26 June. Between 0800 and 0915, a MIG-15 circled wide 6 times over the field. At 1000 a twin-engine low-wing monoplane approached the field from the north, zoomed away, approached another time and landed. About 1045, this aircraft took off again toward the north. Eight MIG-15s or U-MIG-15s.

30 June. Between 0800 and 1600 with an interruption of an hour at noon, MIG-15s practiced flying in formations of two, three and four at altitude of 300 to 400 meters.

1 July. Between 1930 and 0230, there was flying at altitudes between 200 and 400 meters.

6 and 7 July. Between 0600 and 1800 MIG-15s or U-MIG-15s made individual local flights at altitudes of about 200 meters and formation flights in elements of two during which they disappeared in the clouds. There was a 10/10 overcast at an altitude between 400 and 500 meters and intermittent rain.

8 to 13 July. No flying was observed.

14 to 17 July. During the morning, 6 to 8 MIG-15s made local flights in formations of two, three and four. There was a cloud ceiling at a low altitude. On 14 and 15 July, night flying was practiced until past midnight.

18 July. Eight MIG-15s were parked at the landing field.

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2. The radar set which still had been observed near Priestewitz on 29 June was removed on 17 July. The area was still surrounded by a fence. Concrete foundations, two tents and a dog-kennel were seen within the fence. It was learned that the radar set had been removed during the night of 15/16 July. 2
3. In early July, a new installation, possibly a radio installation, had been erected between the two eastern hangars. The installation consisted of two masts about 5 meters high and 3 meters apart. The masts were connected by a wire fitted about 1/2 meter under the mastheads. From the middle of this wire another wire led vertically to the ground. The mast heels were placed in a wooden frame in an excavation about 2 meters deep. The excavation around the boarding was large enough to permit a person to walk around and the top of the boarding was level with the ground. Inside the boarding was a gray box-shaped set in which the aforementioned vertical wire terminated. When the installation was last observed, the front opening of the boarding was covered by a tarpaulin. A sketch of the installation was made. 3

1. Comment. It is not believed that the observation of light air activity and the presence of only 8 MiG-15s at the field indicates a change in the occupation but only that it was due to unfavorable weather conditions. Most of the aircraft were probably parked in the hangars. Aircraft [] was observed for the first time. [] was previously observed in Welzow.

2. Comment. A Token-type radar set was previously located there.
3. Comment. For sketch of the installation, see Annex.
4. []

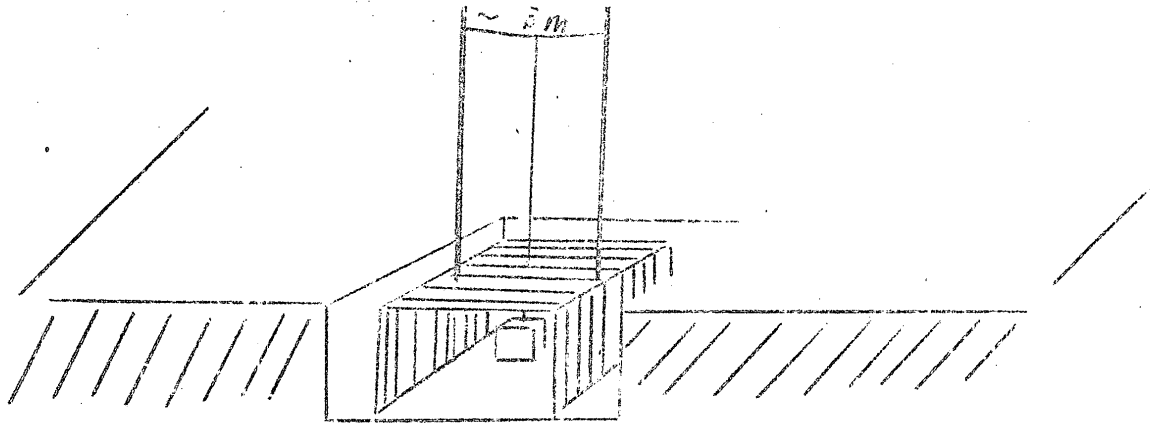
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Annex

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Installation, Possibly Radio Installation, at Grossenhain Airfield



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